

No	Objective	Policy area	Actions	How we will deliver this
<p>A. Quantity - One of the most important considerations is to determine how well the supply of parking spaces relates to the level and demand in an area, both at present and in the future and to decide whether more or less space should be provided.</p>				
1.1	1.	Car Parking Provision: Town Centres	In town centres, we will work with our partners to provide and manage capacity to cater for the needs of shopper and visitor parking.	<p>Area assessments, including consideration of the following:</p> <ul style="list-style-type: none"> • Short stay shopper and visitor parking • Required turnover of spaces throughout the day • Making better use of existing capacity • Commuter parking should be located in more peripheral areas where it will not impact upon availability for shoppers and visitors • Current and future traffic levels and associated targets split in the LTP • Capacity and environmental sensitivity of the roads within and leading to the area • Planned future activity growth for the area • Growth in car ownership • Planned housing and commercial growth in Central Bedfordshire • Ensuring that parking from new developments does not worsen on-street conditions.
1.2	1	Car Parking Provision: Train Stations	At stations, we will work with partners, to try to ensure parking capacity meets current and future demand. Additional provision will be supported where evidence highlights.	Area assessments will enable specific detail to develop in geographical areas to demonstrate problems.
1.3	1	Car Park Provision: Interchanges	At appropriate locations we will advocate and support, where appropriate, the development of Interchange facilities to enable parking	<p>Area assessments, including consideration of the following:</p> <ul style="list-style-type: none"> • Specifically looking at train stations and other multi transport areas • Improvements to cycle parking and public transport facilities • Appropriate level and type of car

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			provision for all modes of transport.	parking
1.4	4	Car Parking Standards: New Residential Developments	Parking Standards as stipulated in our Design Guide will be implemented and reviewed as appropriate.	Our Design Guide sets out the key principles and standards to ensure all new development is of the highest quality. The council's design guide can be found at www.centralbedfordshire.gov.uk/planning/design/info.aspx
1.5	4	Car Parking Standards: New Commercial Developments	Parking Standards will be developed in line with the emerging Local Plan and Local Transport Plan 4.	Policy to follow in the final strategy and is likely to cover: <ul style="list-style-type: none"> Any non- residential development other than schools i.e. <ul style="list-style-type: none"> Retail, restaurants, warehousing and logistics. The design guide for Central Bedfordshire details all other requirements
1.6	4.	Parking Standards and Capacity: Schools	New schools or schools which are expanding will be expected to demonstrate how parking will be accommodated so as to minimise any detrimental affect upon the surrounding neighbourhood or safety of the pupils.	Policy likely to include the following considerations: <ul style="list-style-type: none"> Development of a minimum standard which would see a recommendation for refusal if not adhered to. School travel plan Drop off points (where deemed necessary). Appropriate facilitation at peak times
1.7	1,7	Parking Provision: Park & Ride (Strategic)	We will support the provision of both bus-based and rail-based Park and Ride facilities where it can be proven that there is a demonstrable need.	Policy with criteria to include the following considerations: <ul style="list-style-type: none"> The facility is commercially viable It can be supported by bus priority measures Wanting to provide additional access for car users to a centre or location i.e. train station without increasing parking in the centre. To allow for the reduction in parking within the centre i.e. allowing for a different land use or retail/commercial expansion To provide for car users not using

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				<p>the centre for recreational or shopping i.e. commuters.</p> <ul style="list-style-type: none"> To reduce traffic on roads leading to the centre, specifically at peak times.
1.8	1,7	Parking Provision: Park and Ride (Local)	<p>We will aim to support the provision of “pocket” Park and Ride sites which use existing car parking provision.</p> <p>A Pocket Park & Ride allows the public to park (usually for free) in an already existing car park, such as a pub car park, and then pay to take existing public transport to local centres or popular destinations such as town centres</p>	<p>Policy with criteria to include:</p> <ul style="list-style-type: none"> The car park owners are in agreement It would not adversely affect the safe and efficient operation of the road network It complies with planning requirements.
1.9	1,6	Parking Provision: Freight (Lorry Parks)	<p>We will assess the requirement for the provision of overnight lorry parking facilities within Central Bedfordshire.</p>	<p>Area assessments and Freight Strategy. This will be explored as part of the emerging Local Transport Plan 4.</p>
1.10	4	Parking Provision: Freight (in new developments)	<p>New developments should ensure that sufficient space is allocated for the accommodation of vehicles, with the movement of freight associated with the operation of the site.</p>	<p>A planning policy is being developed that will be used in association with the Design Guide</p>

B. Quality - issues relate to location, level of service and design of parking facilities.

2.1	1	Location: On and off street provision	<p>We will aim to ensure parking provision will be appropriate to the journey purpose within our Town and District Centres.</p>	<p>Area assessments with recommendations for on-street and policy for new off-street car parks i.e. short stay parking in the centre of towns and long stay on the outskirts.</p>
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2.2	1	Accessibility and Choice: Public off street parking	We will seek to improve the overall quality and standard of the car parking provision where practical and affordable.	Assessment with car park improvement plan, to including consideration of the following: <ul style="list-style-type: none"> • Smarter and electronic payment methods • Lighting and security controls • Information provision • Directional signage • Provision of motorcycle parking • Secure cycle provision • Electric Vehicle charging points • Parking bays for people with disabilities • Parent and child bays • Car club bay provision.
2.3	1, 7	Accessibility and choice: Bicycles	We will seek to improve the provision and security of cycle parking in towns, schools, local centres, health centres and key public transport stops in support of the emerging cycling strategy.	We will develop a cycling and walking strategy in conjunction with the development of the Local Transport Plan 4.
2.4	1,7	Accessibility and Choice: Taxi ranks	We will consider the periodic monitoring of demand for taxi bays and spaces that are under used and that could be reallocated for other uses.	Area assessments and future policy, to include consideration of: <ul style="list-style-type: none"> • Responding appropriately where there is evidence of over/under demand.
2.5	1,4,7	Accessibility and Choice: On Street Car clubs	We will support the use of car clubs by working to enable the provision and enforcement of on-street car club bays where there is evidenced demand.	Policy to include consideration of: <ul style="list-style-type: none"> • Specified locations and linked to new developments. • Accommodating bays in centres and train stations financed through the developer.
2.6	5	Social Inclusion and Equality: Mobility	We will support the introduction of shop mobility facilities where appropriate and where there is evidenced	Car park improvement plan to be developed, including an assessment of facilities.

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		Impaired	demand.	
2.7	5	Social Inclusion and Equality: Disabled Bays Town and District Centres	We will ensure that on-street parking bays for people with disabilities are located as close to facilities as possible so as to enable mobility-impaired people to reach these areas.	Area assessments and policy with the following considerations: <ul style="list-style-type: none"> • Whether the creation of the space would promote or enhance access for a disabled person.
2.8	6	Environment and Street design	We will periodically review the effectiveness of existing 'lines, signs and bays' with a view to minimising street clutter and ineffective restrictions.	Policy to include the following considerations: <ul style="list-style-type: none"> • Within conservation areas • That are traffic sensitive • That form part of our resilient network • We will review traffic regulation orders and associated lines and signs on a five-year cycle, making changes as appropriate following a process of consultation. <p>For all other roads, we will review Traffic Regulation Orders (TROs) when:</p> <ul style="list-style-type: none"> • There is a structural maintenance scheme that requires the lining to be replaced • A petition has been received that has the support of the ward member and town/parish council • Where there is evidence of obstructive verge/footway parking • Where additional parking has been provided/will be provided in the vicinity that will affect demand levels.
2.9	6	Environment and Street Design	When designing and revising any parking equipment (lines, signs or machines) they will be designed and installed with the aim of minimising any negative impact to the existing streetscape.	Policy to include: <ul style="list-style-type: none"> • Applying conservation area guidelines when installing or replacing lines/signs.

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2.10	1,4	Environment and Street Design	We will aim to ensure that any new parking provision minimises any negative impact on the local environment.	<p>Policy to include:</p> <ul style="list-style-type: none"> All new parked areas will be constructed in line with guidance on Sustainable Urban Drainages systems (SUDs) Using the most sympathetic type of construction and materials where appropriate.
2.11	1,4	Environment and Street Design: Conversion of front gardens for parking spaces	We will take into account the wider considerations when assessing applications for the conversion of gardens into off-street parking areas.	<p>Policy to include:</p> <ul style="list-style-type: none"> The conversion does not unreasonably reduce parking on the highways available for public use and where possible increases the net parking capacity. The conversion does not adversely impact the street scape and context of the area. There is no unreasonable risk to any surrounding wildlife. Appropriate measures are in place to reduce security implications. The creation of a crossover does not pose a risk to pedestrians.
2.12	1	Environment and Street Design: Footway and verge parking	We will apply a graduated approach in each instance where a verge or pavement issue is reported.	<p>Policy to include the following graduated approach:</p> <ul style="list-style-type: none"> Distribution of letters to offending vehicles Installing lining as appropriate Installing physical barriers as appropriate i.e. raised kerbs, bollards, bunds or rocks etc. Erect signs and apply enforcement. <p>Monitoring will take place at each stage.</p>

C. Parking control and pricing - Policies and mechanisms are required so they can be used for influencing who has access to parking space and when.

3.1	1	Tariffs and Pricing: On and Off Street	Any future charges for parking will be developed to ensure there is a reasonable balance between the demand for parking	<p>Policy to include consideration of: Methodology based upon the following factors:</p> <ul style="list-style-type: none"> The service role of the area The use of existing parking spaces Traffic conditions on the local
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			and the supply, while also ensuring that parking revenues cover costs.	<p>highway network</p> <ul style="list-style-type: none"> • The availability of sustainable transport modes • The need to avoid 'searching' traffic • Parking charges in neighbouring areas • The convenience and quality of parking locations • Local environmental conditions • The requirement to provide an efficient Council parking service • Relevant LTP objectives and targets, including support for council transport services. <p>To reflect its greater convenience, charges for on-street parking will be set at a premium over the equivalent off-street parking charge.</p> <p>Sunday parking charges will be considered where there is an identified traffic congestion or air quality issue, or where there is a strong and established parking demand from shoppers or visitors. We will set the actual parking charges following consultation with the public, stakeholders and partnership boards.</p>
3.2	2	Tariffs and Prices : Permit schemes (General rule for all i.e. business permits)	We will ensure all permit schemes are priced to cover their whole-life costs and set at a level that covers all associated costs incurred.	<p>Policy to include consideration of:</p> <ul style="list-style-type: none"> • Costs include administration, enforcement and maintenance. • Modelled over a 10 year period and reviewed on the anniversary and 5 years thereafter.
3.3	1	Tariffs and Pricing: Off street (Free Parking)	In the case of 'Special Events' we will consider only operating/endorsing free parking in those car parks owned and operated by the council or by town/parish councils, where specific criteria are met.	<p>Policy to cover the following considerations:</p> <ul style="list-style-type: none"> • Christmas holidays and special events • It is clearly evidenced that there is local economical benefit • If the administration of operating a pay system is disproportionately costly to the council.

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3.4	1	Tariffs and Pricing: On street	We will consider introducing pay and display for on-street parking where appropriate.	Policy and area assessments, to include the following considerations: <ul style="list-style-type: none"> • Demand for short-duration parking is high and spaces are being taken by long-stay vehicles • Peak time congestion or inappropriate parking adversely impacts the local community • Policy delivered as an area-wide scheme and not in isolation.
3.5	1,3	Restricting and managing parking: Freight (laybys)	Restrictions will be applied to limit long-stay parking in laybys across Central Bedfordshire where there is a demonstrated need.	Policy to cover the following considerations: <ul style="list-style-type: none"> • Lorry parking resulting in safety concerns • Public order offences are being committed • There is sufficient dedicated parking within a reasonable distance.
3.6	2,3	Restricting and managing parking: Road Safety and traffic flow (Schools)	We will apply a graduated approach in each instance where issues are received about school-related parking problems.	Policy criteria to include the following considerations: <ul style="list-style-type: none"> • Yellow zig-zag 'school keep clear' markings outside the school entrances, supported by appropriate signage • Communication with the school to promote awareness amongst parents • Use of bollards, barriers and other physical restrictions to 'design out' abuse.
3.7	2,3	Restricting and Managing Parking: Disabled Bays (On-Street)	We will assess requests for parking bays for people with disabilities on an individual basis to ensure that the most suitable and cost effective solution is achieved. Interventions will thereafter be reviewed on a five year basis.	Policy criteria to include the following considerations: <ul style="list-style-type: none"> • Policy for disabled persons parking place, personalised bays for people with disabilities and advisory signs for disabled drivers. • Advisory or H bars are demonstrated to be ineffectual • Cost met by the applicant • Reviewed every year/5 years as appropriate.
3.8	2	Restricting and managing parking:	We will only consider petitions requesting a residential parking zone where a specific	Policy to include considerations of the following: <ul style="list-style-type: none"> • It has the support of the ward member and town/parish council

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		New Residents parking scheme requests	criteria has been met and the full costs of the scheme can be met by the residents.	<ul style="list-style-type: none"> • That a minimum of 66% of residents are in favour, following a process of consultation • The full cost of implementing a scheme can be met by the residents. • Consideration and mitigation is in place to manage the movement of vehicles • The scheme is considered as part of an area-wide issue and the impacts on the wider are assessed.
3.9	2	Restricting and managing parking: Residents parking	We will carry out periodic reviews of existing schemes and seek to rectify any schemes that are ineffectual.	<p>Policy and area assessments.</p> <p>In general residents parking schemes will be reviewed on a 10 year and subsequent 5 year timeframe.</p>
3.10	6	Restricting and Managing parking New Restrictions (Yellow lines, Loading Bays, Bans)	We will apply for Traffic Regulation Orders (TRO's) to restrict parking or loading at locations such as junctions or where parking would cause safety or congestion problems. Requests will be assessed on an individual basis and prioritised based on Cost/Impact/Congestion/Safety ratio.	<p>Policy and area assessment will consider the criteria, which are likely to include:</p> <ul style="list-style-type: none"> • Urban areas where the flow of traffic is required. • Signaled junctions – length of restrictions roundabout and priority junctions • Requests for new regulations will be assessed and prioritised based on a cost/impact/congestion safety ratio. • Zig zag markings, double yellow lines predominantly at pedestrian crossings. • Working with the Emergency Services to ensure inconsiderate parking does not create obstructions.
3.12	1	Restrictions and managing parking: Advisory lines (parking cages, h-bars)	We will consider requests for installing non enforceable advisory lines where the full cost can be met by the resident. We will also review periodically and remove any ineffectual	<p>Policy to include consideration of:</p> <ul style="list-style-type: none"> • There must be a demonstrable need for the resident • At cost to resident and reviewed periodically.

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			or redundant markings as deemed appropriate.	
3.13	5	Restricting and managing parking : Town centre new residential developments	We will consider permitting residents of new residential properties, or conversions in town centres to purchase a resident's permit for use within the town centre long-stay car parks, where feasible.	Policy criteria to include consideration of the following: <ul style="list-style-type: none"> • They do not have access to off street parking • The car park operates 24/7 • The car park has spare capacity • Annual review • Costs of associated maintenance and capacity linked to development.
3.14	9	Partnerships	We will work in partnership with other parking providers and stakeholder partners with the aim of ensuring that the best service is being delivered for our customers.	Through the creation of a Parking Related Working Group that will meet to discuss issues and potential solutions. The membership criteria will be determined as part of the consideration of the Parking Related Working Group.



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